



Agency Priority Goal | Action Plan | FY 2023 – Q2

Roadway Safety

Goal Leaders



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Goal Overview

Goal statement

- **Reduce roadway-related fatalities.** By September 30, 2023, the Department will reduce the rate of motor vehicle fatalities from 1.36 per 100 million vehicle miles traveled (VMT) as of October 1, 2021, to 1.22 per 100 million VMT.

Problem to be Solved

Almost 95 percent of our Nation's transportation deaths occur on America's streets, roads, and highways, and they are on the rise.¹ Calendar year (CY) fatality data show that roadway deaths increased from 2020 to 2021, but projections based on preliminary 2022 data indicate fatalities declined slightly in 2022².

Roadway fatalities increased again from 2020 to 2021: In 2021, the most recent year for which non-estimate data are available, there were 42,939 motor vehicle traffic fatalities in the United States, 3,932 more people killed than the 39,007 fatalities in 2020. The traffic fatality count in 2021 is the highest since 2005 (43,510) and represents the second year-to-year increase since 2019. The 10-percent fatality increase from 2020 to 2021 is the highest year-to-year percentage increase since FARS started data collection in 1975. The 2021 fatality rate of 1.37 per 100 million VMT is up from 1.34 in 2020.³

¹ [National Roadway Safety Strategy \(transportation.gov\)](https://www.transportation.gov/nrd/nrdss)

² Fatality data in this document reflects preliminary 2022 estimates reported in March 2023. NHTSA continuously reviews available data and projections indicate fatalities are leveling off.

³ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813435>

42,939 people died on U.S. roads in 2021.

Traffic fatalities compared to 2020:

↑10% overall	↑17% in large-truck crashes
↑2.2% rate per 100 million VMT	↑7.5% passenger vehicle occupants ejected
↑14% in alcohol-impaired-driving crashes	↑6.0% in single-vehicle crashes
↑7.9% in speeding-related crashes	↑15% in multi-vehicle crashes
↑8.1% unrestrained passenger vehicle occupants	↑14% in urban areas
↑7.7% motorcyclists	↑11% during nighttime
↑13% pedestrians	↑11% during weekends

Sources: FARS 2020 Final File, 2021 ARF; 2020-2021 VMT – FHWA’s Annual Highway Statistics

Fatalities projected to decline very slightly in 2022: A statistical projection of traffic fatalities for 2022 shows that an estimated 42,795 people died in motor vehicle traffic crashes. This represents a marginal decrease of about 0.3 percent as compared to 42,939 fatalities reported to have occurred in 2021. The projected fatality rate for 2022 decreased to 1.35 fatalities per 100 million VMT, down from the reported rate of 1.37 fatalities per 100 million VMT in 2021.⁴

Risky roadway behavior trends must be reversed: CY 2022 data suggest that the risky driving behaviors identified by Department of Transportation in 2020 are continuing, leading to tragic

⁴ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813405>

outcomes on our roadways. Compared to 2020, riskier driver behaviors increased, including speeding, failing to wear seat belts, and driving under the influence of alcohol or other drugs.⁵

The National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Administration (FMCSA), and FHWA are leading the effort to significantly reduce serious injuries and deaths on the Nation's roadways as they work toward the Department's ambitious long-term goal of reaching zero roadway fatalities. In January 2022, DOT released the [National Roadway Safety Strategy \(NRSS\)](#), which describes the major actions the Department will take over the next few years to work with partners in every sector to address this crisis.

Roadway Fatalities by Type

Passenger vehicles: Passenger vehicles include cars and light trucks and represent more than 90 percent of the vehicle fleet in the United States. Passenger vehicle occupant fatalities increased by 2,411 to 26,325 in 2021, a 10-percent increase from 2020.⁶ The passenger vehicle occupant fatality rate per 100 million passenger VMT increased to 0.95 in 2021 from 0.93 in 2020.

Large trucks and buses: There were 42,939 people who died in motor vehicle traffic crashes in 2021, of which 6,025 involved large trucks and buses. This number represents 14.0 percent of all roadway fatalities and produces an estimated fatality rate of 0.192.⁷ In Calendar Year (CY) 2021, the estimated percentage of large truck and bus fatalities increased by more than 17.6 percent (900) from 2020 (5,125 fatalities). In CY 2020 there were 5,125 fatalities (13.2% of total fatalities) in crashes involving a large truck or bus, resulting in a fatality rate of 0.177 per 100 million VMT.

⁵ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813435>

⁶ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813435>

⁷ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298>

Motorcycles: Motorcycle fatalities include riders of registered motorcycles, scooters, minibikes, and mopeds. Motorcyclists represent 14 percent of all in-vehicle fatalities and are affected by contributing factors such as speed and impaired driving. Motorcyclist fatalities increased by 426 to 5,932 in 2021, a 7.7-percent increase from 2020.⁸ The motorcycle fatality rate per 100,000 motorcycle registrations decreased to 60.03 in 2021 from 65.96 in 2020, meeting the 2021 target rate of 61.2.

Non-occupants: Non-occupants, who are the most vulnerable road users, face increased risk in crashes because they do not have the protections provided by vehicles. Non-occupant fatalities increased by 879 to 8,649 in 2021, an 11.3% increase from 2020. The non-occupant fatality rate per 100,000 population increased to 2.61 in 2021 from 2.34 in 2020.

⁸ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813435>

What Success Looks Like

As detailed in the Department's [National Roadway Safety Strategy](#) (NRSS), DOT is taking comprehensive action to work with our partners from every sector to significantly reduce serious and fatal injuries on the Nation's roadways and help build a transportation system safe for all people. In February 2023 DOT released the [2023 NRSS Progress Report](#). The report provides an update on DOT efforts to address serious and fatal injuries on our roadways, details the Department's accomplishments related to addressing the NRSS actions in 2022, and identifies new commitments to actions under the NRSS in 2023 and beyond. In addition to the 29 actions that the Department proposed in the original release of the NRSS, DOT includes 15 additional actions that merit inclusion as top priorities over the next few years.

The short-term goal is reducing the rate of motor vehicle fatalities from 1.36 per 100 million VMT as of October 1, 2021⁹ to 1.22 per 100 million VMT by September 30, 2023. The long-term goal is zero fatalities on our roadways. Americans deserve to travel safely in their communities. Humans make mistakes, and as good stewards of the transportation system, we should have safeguards in place to prevent those mistakes from being fatal. Zero is the only acceptable vision for the number of deaths and serious injuries on our roadways.

Our success depends on ensuring that safety is considered and incorporated when all roads are designed and built. This means advancing the Safe System Approach to address safer roads, safer speeds, safer vehicles, safer road users, and better post-crash care. To achieve safer roads and speeds, we will work with agencies to help them routinely prioritize safety across all types of roadway projects. We will also use a data-driven approach to develop and disseminate safety

⁹ Estimates produced on October 1, 2021, indicated the CY 2020 fatality rate was 1.36 per 100 million VMT. Since then, the data has been revised to show the CY 2020 fatality rate is 1.34 per 100 million VMT.

countermeasures and continually improve our understanding of data to address disparities in fatalities and serious injuries.¹⁰

Another critical step to achieving safer roadways is employing strategies to improve the safety of the commercial motor vehicles that transport goods and carry thousands of passengers locally and across the country every day.¹¹ This involves mitigating risks and encouraging behavior change, emphasizing a data-driven systemic safety approach, enhancing standards and programs, and evaluating effectiveness. NHTSA seeks to address human behaviors (e.g., distracted and impaired driving, seat belt nonuse, and speeding) that negatively affect safety and will use safety data compilation and analysis to help guide its decisions.

DOT is hard at work implementing the recently enacted Bipartisan Infrastructure Law (“BIL” or the Infrastructure Investment and Jobs Act), which provides a once-in-a-lifetime investment in America’s transportation network, including important safety funding, vehicle safety rulemaking, behavioral safety programs, post-crash care, and policy objectives described in the planned NRSS safety actions.

¹⁰ For more on safety countermeasures, refer to: [Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 10th Edition, 2020 \(nhtsa.gov\)](#) & [Proven Safety Countermeasures | FHWA \(dot.gov\)](#)

¹¹ [National Roadway Safety Strategy \(transportation.gov\)](#)

Goal Targets

Achievement statement		Key indicator(s)	Quantify progress			Frequency
By...	We will...	Name of indicator	Target value	Starting value (CY 2020 data)*	Current value (CY 2021; updated on 4/11/2023)**	Update cycle (for final data)
9/30/23	reduce the rate of roadway fatalities from 1.36 per 100 million vehicle miles traveled (VMT) as of October 1, 2021, to 1.22 per 100 million VMT.	Roadway Fatalities per 100 Million VMT (NHTSA, FHWA, FMCSA)	1.22	1.34	1.37***	Yearly
		Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle VMT^ (NHTSA, FHWA, FMCSA)	0.75	0.93	0.95	Yearly
		Large Truck and Bus Fatalities per 100 Million VMT^ (NHTSA, FHWA, FMCSA)	0.114	0.177	0.192	Yearly
		Non-Occupant (Pedestrian/Cyclist/Other Non-occupant) Fatalities per 100,000 Population^ (NHTSA, FHWA, FMCSA)	2.13	2.34	2.61	Yearly
		Motorcycle Fatalities per 100,000 Motorcycle Registrations^ (NHTSA, FHWA, FMCSA)	61.2	65.96	60.03	Yearly

^Subcomponents of roadway fatalities.

*Starting value is from CY 2020 FARS Final File, which is the final CY 2020 data published in spring 2023.

**The CY 2021 FARS Annual Report File, the first of two CY 2021 releases, was published in spring 2023. The CY 2021 FARS Final File will be published in spring 2024.

***The CY 2022 fatality rate, which is an estimated value only and subject to change, is 1.35.

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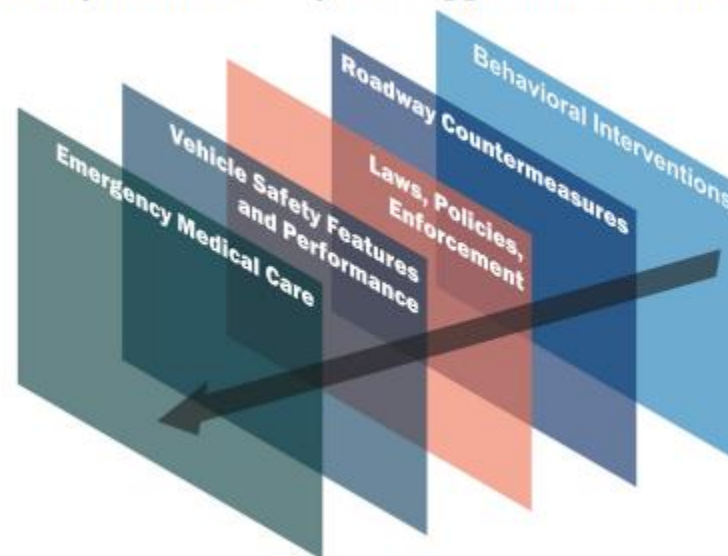
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Goal Strategies

With the release of the NRSS in January 2022, DOT adopted the Safe System Approach as the guiding paradigm to address roadway safety.¹² This approach acknowledges both human mistakes and human vulnerability and designs a redundant system to protect everyone. For both the NRSS and the Department's ongoing safety programs, U.S. DOT recognizes the Safe System Approach as encompassing all the roadway safety interventions required to achieve the goal of zero fatalities, including safety programs focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response. The figure below illustrates the importance of the Safe Systems Approach to roadway safety.

All layers of a Safe System Approach are critical.



¹² <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>, p. 6

The purpose of the NRSS and its adoption of the Safe System Approach is to address contributing factors from all angles and build layers of prevention, protection, and mitigation. Implementation of the NRSS will be arranged around five complementary objectives corresponding to the Safe System Approach elements:

1. *Safer People*: Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
2. *Safer Roads*: Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
3. *Safer Vehicles*: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
4. *Safer Speeds*: Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
5. *Post-Crash Care*: Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Addressing each of these areas is critical, as their impact can be complementary and build redundancy. We are focused on successfully implementing the NRSS, including the wide range of BIL safety programs.

NHTSA, FHWA, and FMCSA lead the Department's efforts to reduce serious and fatal injuries on the Nation's roadways. The following provides additional detail on DOT's roadway safety goal strategies.

NHTSA

Taking a Holistic Approach: NHTSA remains focused on achieving its mission through stakeholder outreach; facilitating widespread distribution of proven countermeasures; high visibility enforcement campaigns; advancing vehicle safety through robust vehicle safety compliance and enforcement activities; conducting behavioral and vehicle safety research; issuing safety regulations; ensuring the safe deployment of advanced vehicle technologies, including automated driving systems; and improving post-crash outcomes with expedient access to emergency medical care via first responders.

Implementing BIL: Implementing BIL is a key priority of NHTSA. BIL contains numerous programs and actions related to addressing traffic safety, including enhancing crash data collection, providing additional formula grant funds for States to address their critical safety concerns including vulnerable road users, and advancing vehicle safety through rulemaking that provides consumers with valuable vehicle safety information.

Highway Safety Grants: NHTSA's Highway Safety Grants provide funding to States to help reduce roadway safety injuries and fatalities. On February 6, NHTSA issued a [Notice of Proposed Rulemaking \(NPRM\)](#) to revise uniform procedures for implementing State highway safety grant programs as required by BIL. Updates to the grant program including increased public participation and engagement from affected communities and a shift to a 3-year Highway Safety

Plan for states. NHTSA is working with states to get deep into the data to help address unique roadway safety issues.

Advancing Rulemaking Efforts: NHTSA regularly develops and promulgates Federal Standards regarding crash protection, survivability, and avoidance; and fuel economy and motor vehicles theft protections. Additionally, NHTSA directs programs related to bumper standards, safety performance standards, and other regulations for new and used motor vehicles and equipment, including tires. Some of NHTSA's recent significant rulemaking efforts include publishing an Advance Notice of Supplemental Proposed Rulemaking that would require the use of speed limiters on commercial motor vehicles and making significant progress on key rulemakings to advance pedestrian automatic emergency braking (AEB) for passenger cars, commercial motor vehicle AEB, seat belt reminders, as well as to advance alcohol impaired driving prevention technology. A final rule on rear-impact guards for commercial motor vehicles was also issued.

Vehicle Research: NHTSA works to facilitate the safe development, testing, and deployment of Advanced Driver Assistance Systems (ADAS) and Automated Driving Systems (ADS). These driver assistance technologies have the potential to save lives and transform personal mobility and open doors to people and communities - people with disabilities, aging populations, and communities where vehicle ownership is prohibitively expensive.

Promoting Safe Driving: The national high-visibility safety campaigns, "Click It or Ticket," "Drive Sober or Get Pulled Over," and "U Drive. U Text. U Pay." have had a substantial impact on traffic safety. NHTSA also created the "Safe Cars Save Lives" campaign to educate consumers on the importance of quickly addressing vehicle recalls. NHTSA makes its traffic campaign marketing materials available on its Traffic Marketing Safety website for free use by interested safety

partners. NHTSA also issues a number of publications, such as Research Notes, CrashStats, Traffic Safety Fact Sheets, and reports that support the highway safety community. Most recently, NHTSA launched a public education “Speeding Wrecks Lives” campaign across the country to deter dangerous driving behaviors, aimed at changing general attitudes toward speeding and reminding drivers of the deadly role speed plays in a 1/3 of all fatalities each year.

Providing Important Safety Information to Consumers: NHTSA's New Car Assessment Program (NCAP) provides comparative information on the safety performance of new vehicles to assist consumers with vehicle purchasing decisions and to encourage safety improvements. In addition to star ratings for crash protection and rollover resistance, the NCAP program recommends advanced driver assistance systems (ADAS) technologies and identifies the vehicles in the marketplace that offer the systems that pass NCAP performance test criteria for those systems. NCAP, like many other NHTSA programs, has contributed to significant reductions in motor vehicle fatalities since its inception in 1978. In 2022, NHTSA proposed upgrades and a “road map” for the NCAP – including developing a proposal to add a Pedestrian Protection Program.

FHWA

Implementing BIL: The priority for FHWA is the successful implementation of BIL. The continuation of improvements to FHWA’s core safety program, the Highway Safety Improvement Program (HSIP), and numerous other safety enhancements within the law, are driving our efforts. This will include pursuing updates to the HSIP regulation in 23 CFR Part 924 and the Transportation Performance Management (TPM) regulation under 23 CFR Part 490 to reflect safety advances, and ensuring safety is a priority in our implementation of new and revised BIL.

formula and discretionary grant programs, including the new Safe Streets and Roads for All (SS4A) grant program. FHWA is the lead agency providing technical support to the Office of the Secretary during the pre-award phase of the program and is providing leadership and oversight over all financial and programmatic aspects of the grant administration.

Advancing the Safe System Approach (SSA): FHWA will continue its steadfast efforts to implement the SSA by helping advance demonstration projects; integrating the SSA in State Strategic Highway Safety Plans; training on the Safe System Framework Assessment for Intersections; presenting internally and externally; delivering new materials; and ensuring international collaboration and deployment of global noteworthy practices in the United States.

Supporting Complete Streets Implementation: [Complete Streets](#) are integral to the SSA, focusing on consistently designing safe roads for safe speeds. A Complete Street is safe, and feels safe, for all users. FHWA is focused on supporting transportation agencies to plan, develop and operate equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network. FHWA is focused on supporting transportation agencies as they plan, design, and operate streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network. We are reviewing our own policies, rules, and procedures to identify changes we can make to improve safety for all users in all aspects of our work. We are creating new resources and providing technical assistance for State and local transportation agencies that are implementing a Complete Streets design model and administering new BIL formula and discretionary funds.

Advancing the Focused Approach to Safety (FAS) Program¹³: The FAS Program includes 15 States and Puerto Rico that together account for roughly half of nationwide road fatalities. They will receive technical assistance resources to address the most common types of

¹³ For more information on this program, please visit: <https://safety.fhwa.dot.gov/fas/>

crashes that result in fatalities (roadway departures, intersection crashes, and pedestrian/bicycle crashes). Addressing speed is a priority within each of the focus areas.

Promoting Proven Safety Countermeasures: FHWA is actively promoting its [Proven Safety Countermeasures](#), which are a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways. Each countermeasure addresses at least one safety focus area – speed management, intersections, roadway departures, or pedestrians/bicyclists – while others are crosscutting strategies that address multiple safety focus areas.

Promoting Equity by Addressing Disparities in Safety: Available data indicate there are racial disparities in the number of people killed in roadway crashes. These inequities are systemic issues attributed to historic disinvestment and inequitable decision-making in planning, design, maintenance, and operations of roadways in underserved communities. To address this, FHWA established a multi-office Equity in Safety Working Group to ensure the sharing of information and best practices that address demographic disparities in safety funding, planning, design, and operations, and will develop equity and safety-related initiatives (e.g., webinars and peer exchanges) and resources to increase capacity in this area. FHWA also will continue to focus on rural communities through the National Center for Excellence for Rural Road Safety.

FMCSA

Implementing BIL: Implementing BIL is a key priority for FMCSA. BIL contains initiatives that address commercial motor vehicle safety. These efforts include executing increased grant funding for safety partners, new training grant program for state and local organizations, and advisory boards to support increased driver retention, diversity, equity and safety.

Implementing the National Roadway Safety Strategy (NRSS): In carrying out its safety mandate, FMCSA embraces and plays a vital role in the NRSS. The NRSS sets a vision of zero fatalities on our Nation's roadways. FMCSA plans to develop and implement data-driven regulations that prioritize safety; enforce safety regulations focusing on motor carriers and drivers who exhibit safety risks; target educational messages to carriers, commercial drivers, and the traveling public; and work in partnership with other Federal, State, Territorial, and local government agencies, the motor carrier industry, and safety groups to identify and implement strategies to reduce bus- and truck-related crashes.

Conducting the Large Truck Crash Causal Factors Study (LTCCFS): FMCSA is carrying out a LTCCFS so the Agency can improve its understanding of the driver, vehicle, and roadway factors that contribute to large truck crashes. The LTCCFS expands upon the Agency's [Report to Congress on the Large Truck Crash Causation Study](#), completed in 2006. Since then, there have been many changes in industry technology, vehicle safety, driver behavior, and roadway design. This new study will provide valuable insights into the factors contributing to the increase in large truck crashes since 2003, when the data collection was completed for the previous study.

Administering the Drug and Alcohol Clearinghouse: The NRSS emphasizes that safe behavior among professional drivers is also critical, particularly given their time on the road and the size and weight of commercial motor vehicles. This includes a focus on behavioral safety, such as drug and alcohol testing to address use and impairment offenses by commercial driver's license (CDL) holders. FMCSA administers the [Drug and Alcohol Clearinghouse](#) to track CDL holders who have verified positive test results for controlled substances and/or alcohol or who have refused to submit to testing. This information is shared only with authorized users. In FY 2024, FMCSA will fully implement its 2021 final rule requiring State Driver Licensing Agencies (SLDAs) to use information obtained through the Drug and Alcohol Clearinghouse and take

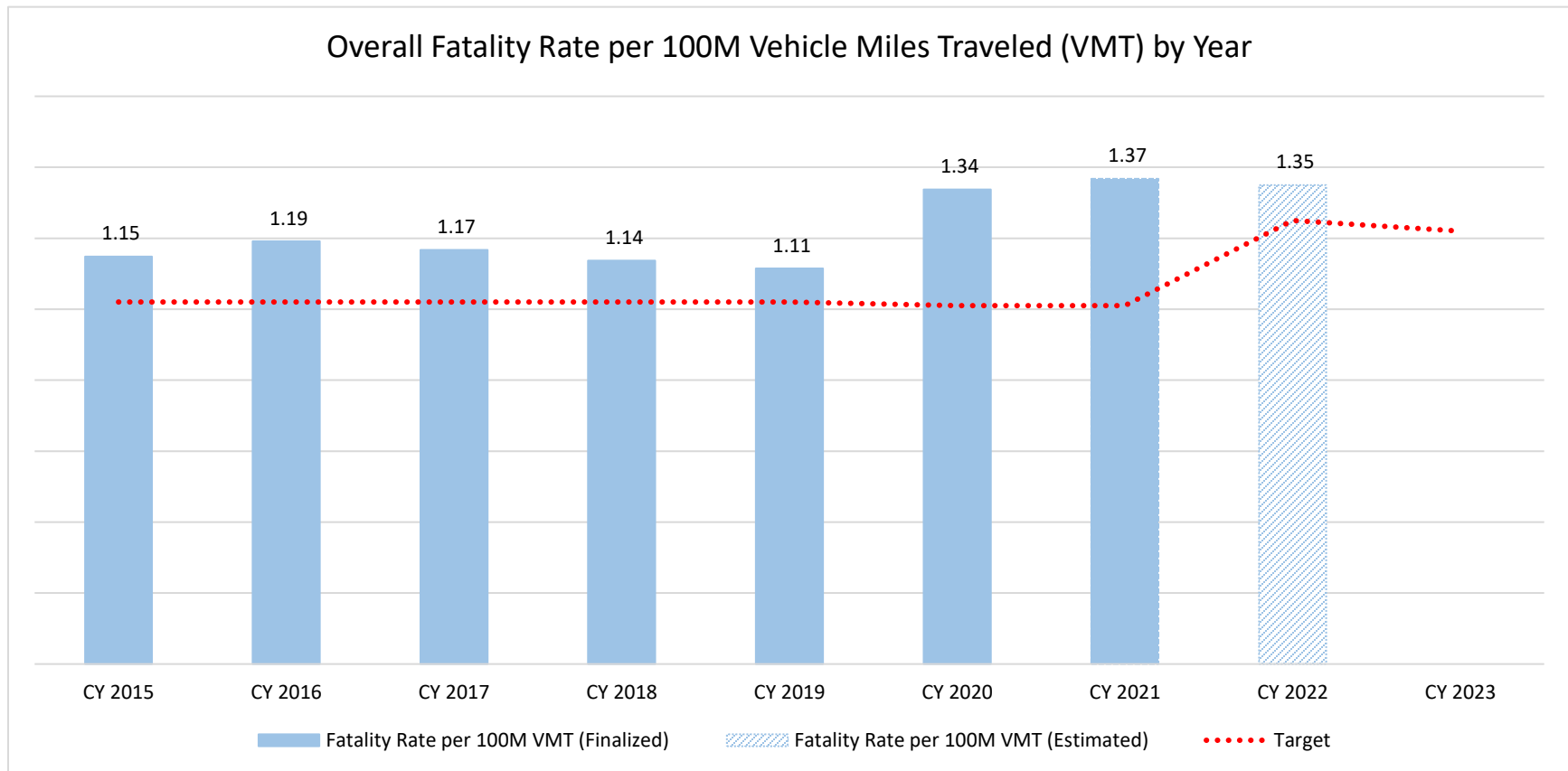
licensing actions against commercial drivers who have drug or alcohol violations in the system and have not been cleared to return to duty.

Implementing Electronic Exchange: In FY 2024, FMCSA will fully implement the July 2021 final rule requiring SDLAs to develop systems for the electronic exchange of driver history record information. SDLAs will be able to improve accuracy of CDL driver records and to evaluate additional opportunities to use these more accurate records to identify and take unsafe drivers off the road more expeditiously.

Increasing Risk Based Investigations and New Entrant Safety Audits: FMCSA, through state and local partnerships, will equitably increase commercial motor vehicle highly visible traffic enforcement against risky driver behavior focused on high crash locations, increase investigations on carriers demonstrating the riskiest behaviors, and increase safety audits of drivers who are new entrants into the motor carrier industry. FMCSA awarded state and local government agencies \$463 million in Motor Carrier Safety Assistance Program (MCSAP) formula grant funding and \$130 million in discretionary grant funding in FY 2022. Discretionary grant programs include the Commercial Driver's License Program Implementation (CDLPI), Commercial Motor Vehicle Operator Safety Training (CMVOST), State Enforcement Training (SET), and High Priority Activities Program grants. More information about New Entrants can be found on FMCSA's New Entrant website: <https://ai.fmcsa.dot.gov/NewEntrant/Home.aspx>.

Key Indicators (Roadway Fatality Trends)

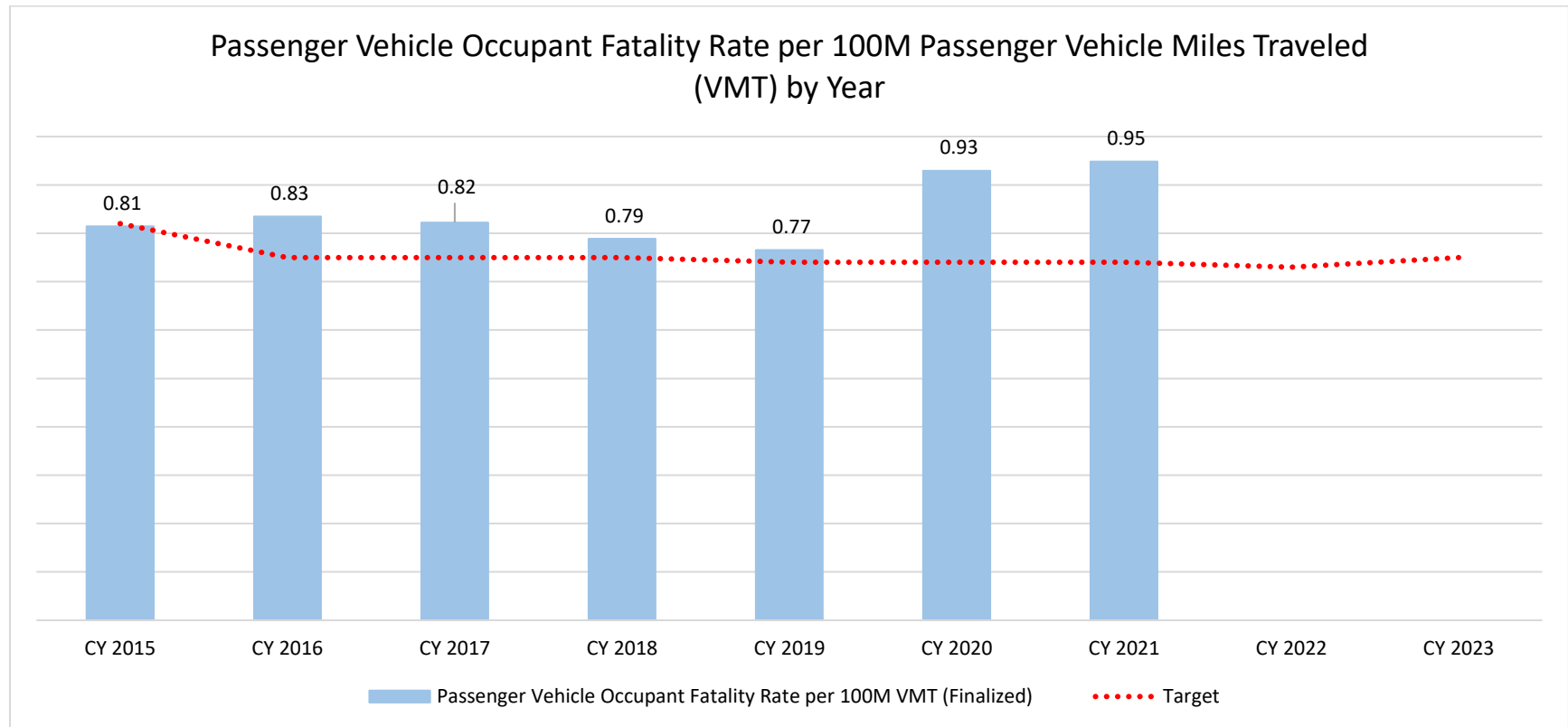
Roadway Fatalities per 100 Million VMT



**The CY 2022 fatality rate is an estimated value only, is subject to change, and only available for the overall fatality rate. CY 2022 FARS Annual Release File data expected spring 2024.*

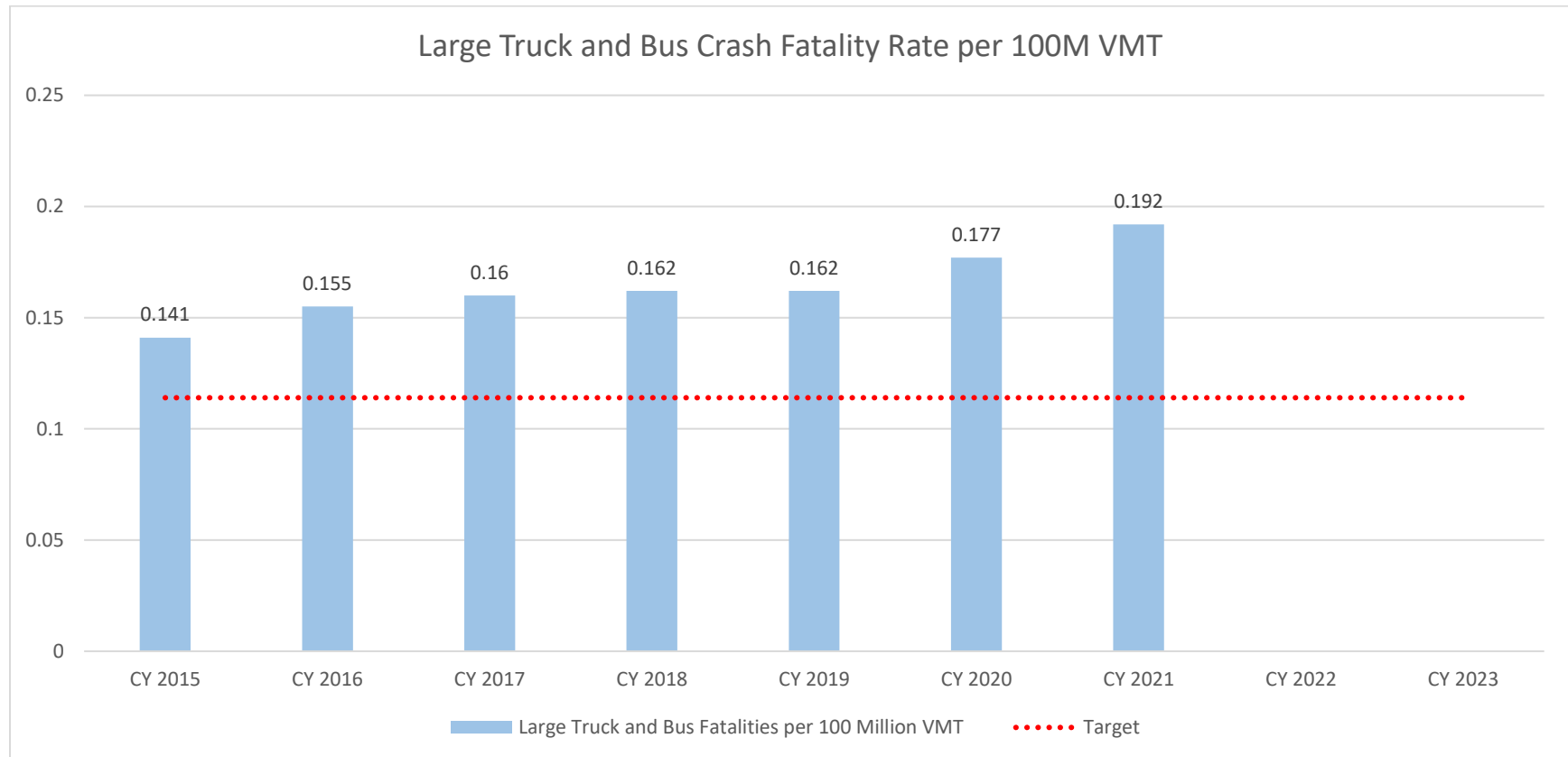
Key Indicators (Roadway Fatality Trends)

Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled (VMT)



Key Indicators (Roadway Fatality Trends)

Large Truck and Bus Fatalities per 100 Million VMT



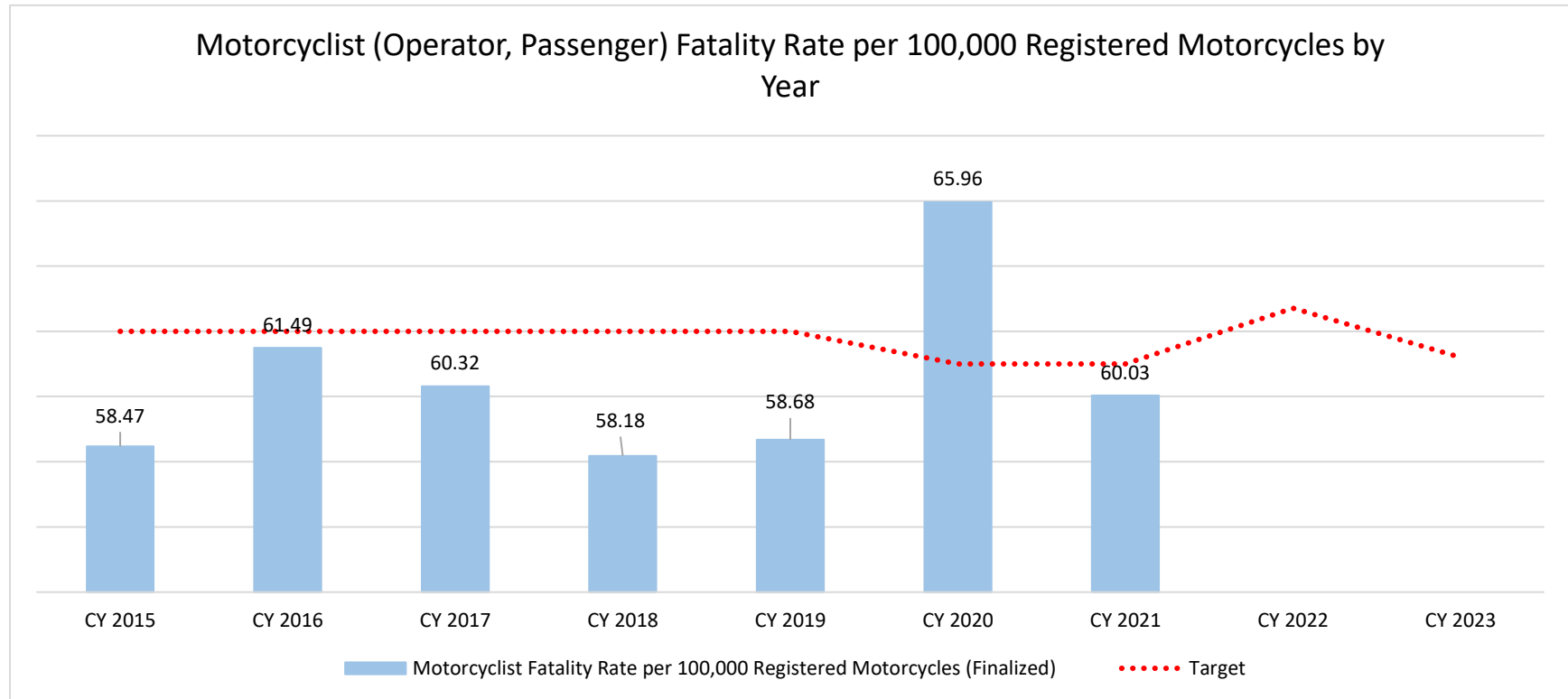
Note 1: Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Note 2: A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Rates are calculated based on vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

**Preliminary data (2021 will become final next year)*

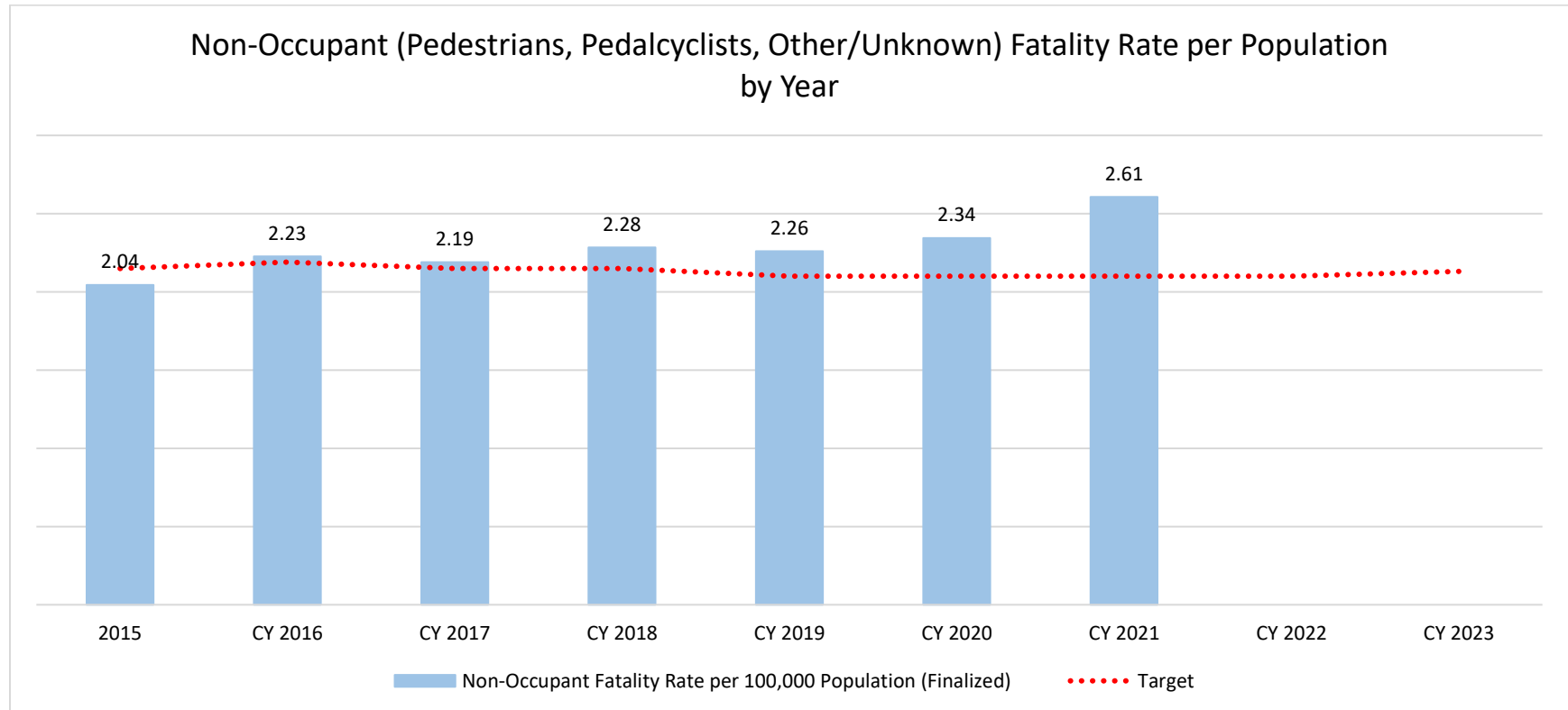
Key Indicators (Roadway Fatality Trends)

Motorcycle Fatalities per 100,000 Motorcycle Registrations



Key Indicators (Roadway Fatality Trends)

Non-Occupant (Pedestrian/Cyclist/Other Non-occupant) Fatalities per 100,000 Population



Key Milestones (NHTSA)

NHTSA continues to implement the BIL and the NRSS. BIL contains numerous programs and actions that improve traffic safety, including enhancing crash data collection; providing additional formula funds for States to address their critical safety concerns, including vulnerable road users; and advancing vehicle safety through the New Car Assessment Program, which provides consumers with valuable vehicle safety information.

NHTSA remains focused on achieving its mission to “save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement,” as well as stakeholder outreach. NHTSA is facilitating widespread distribution of proven countermeasures, high visibility enforcement campaigns, robust vehicle safety compliance, behavioral and vehicle safety research, safety rulemakings, and the safe deployment of advanced vehicle technologies, including automated driving systems.

Milestone Summary

Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Comments
In FY 2022, award a cooperative agreement to support the NHTSA Behavioral Traffic Safety Cooperative Research Program.	FY 2022 Q3	Complete	Final Award Executed	This program funds research and evaluation projects selected to investigate and assess practical solutions and countermeasures that are ready-to-use for traffic safety and highway safety professionals in public and private sectors. As mandated by Congress, this agreement will be funded at \$3.5M annually, totaling \$17.5M over the five-year authorization period. NHTSA's cooperative agreement with the Governors Highway Safety Association (GHSA) will continue the administration of the program, currently executed by the Transportation Research Board under contract with GHSA. For more information, visit https://www.trb.org/BTSCRP/BTSCRP.aspx .
Successor Cooperative Award for research on alcohol detection technologies to prevent impaired driving via the	FY 2023 Q2	Complete	New Award completed	New cooperative agreement with Automotive Coalition for Traffic Safety (ACTS), an organization of manufacturers whose members account for most new light vehicle sales in the U.S. market. Completed and submitted Reference Design Package and Specification Sheet for Generation 3.3 breath sensor. Ongoing verification and validation testing of current generation breath sensors both in lab and on-road, and development of next-generation 4.0 breath sensors.

Driver Alcohol Detection System for Safety				Continued research and development of touch sensor, with the goal of a four-laser benchtop prototype completed by late 2022 and initial demo vehicle installation by early to mid-2023. Human subject testing continues to ramp back up towards pre-pandemic levels.
Issue NHTSA's Formula Grant Implementing Final Rule (as required by BIL)	FY 2023 Q2	Complete	Issued final rule	In May 2022, NHTSA held 3 public meetings and issued a request for comment to obtain stakeholder input. The NPRM was posted on September 15, 2022, and the public had until October 31, 2022, to submit comments. NHTSA posted on its website the final rule on January 25, 2023, and it was published in the Federal Register on February 6, 2023.
Issue final decision notice for New Car Assessment Program (NCAP) Advanced Driver Assistance Systems (ADAS) technologies ¹⁴	FY 2023 Q3	On-Track	No change	On March 9, 2022, NHTSA issued a request for comment on proposed significant upgrades to NCAP , first, by proposing to add four more ADAS technologies to those NHTSA currently recommends. The new technologies are blind spot detection, blind spot intervention, lane keeping support, and pedestrian automatic emergency braking. The comment period was extended to June 8, 2022. NHTSA is currently processing 4,000+ comments received. NHTSA is on target to achieve several NRSS activities with this action. RIN: ZA22.
Issue Notice of Proposed Rulemaking for Light Vehicle Automatic Emergency Braking and Pedestrian Automatic Emergency Braking	FY 2023 Q3	On-Track	No change	Pursuant to a statutory mandate in the Bipartisan Infrastructure Law, this notice will seek comment on a proposal to require and/or standardize performance for Light Vehicle Automatic Emergency Braking (AEB), including Pedestrian AEB (PAEB), on all newly manufactured light vehicles. RIN: AM37.
Issue Request for Comment for New Car Assessment Program Pedestrian	FY 2023 Q3	On-Track	No change	This RFC will seek comment on including pedestrian crashworthiness protection in NHTSA's New Car Assessment Program. RIN: ZA25

¹⁴ The New Car Assessment Program (NCAP) provides vehicle safety ratings and advanced crash avoidance technologies information to consumers to assist them in vehicle purchasing decisions. The program also encourages vehicle safety improvements through market forces.

Crashworthiness Protection				
Finalize New Car Assessment Program (NCAP) roadmap	FY 2023 Q3	On-Track	No change	On March 9, 2022, NHTSA issued a request for comment that, among other things, proposed a roadmap as required by Bipartisan Infrastructure Law ("BIL" or the Infrastructure Investment and Jobs Act),. NHTSA is on target to complete this roadmap in the NCAP ADAS final decision notice. RIN: ZA22.
Pursuant to BIL, issued a Notice of Funding Opportunity in FY 2022 to launch a \$7.5M grant program to increase consumer awareness of open vehicle safety recalls.	FY 2023 Q4	On-Track	No applications received in FY 2022. Will reissue the NOFO seeking applications in FY 2023.	Grants will support State motor vehicle licensing agencies to develop a methodology for identifying open recalls on motor vehicles, informing owners and lessees of the open recalls at the time of registration, and evaluating the performance of the notification program through the analysis of completed recalls. NHTSA is continuing to explore options to promote this funding opportunity.
Issue Notice of Proposed Rulemaking for Heavy Vehicle Automatic Emergency Braking	FY 2023 Q4	On-Track	No change	Pursuant to a statutory mandate in the Bipartisan Infrastructure Law, this notice will seek comments on a proposal to require and/or standardize equipment performance for automatic emergency braking on heavy trucks. RIN: AM36.
Document test results on Automatic Emergency Braking (AEB) systems for light and heavy vehicles	FY 2023 Q4	On-track	No Change	Testing and reporting has been on-going with the Office of Rulemaking.
Complete testing of how passenger vehicle AEB systems respond to motorcycles in rear-	FY 2023 Q4	On-Track	No Change	Testing complete and document and report under review.

end crash-imminent driving situations, as well blind spot detection systems with a motorcycle target.				
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Key Milestones (FHWA)

FHWA is implementing the BIL and NRSS, which includes issuing programmatic guidance, updating regulations, advancing the Safe System Approach, supporting Complete Streets implementation, advancing the Focused Approach to Safety Program, and promoting Proven Safety Countermeasures and equity in safety.

Milestone Summary				
Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Comments
Highway Safety Improvement Program (HSIP) Regulation (NPRM)	FY 2023 Q4	In Progress	No change.	Update HSIP regulations to incorporate the Safe System approach, focus on the safety of all road users, improve evaluation practices, and streamline reporting, as published in the fall 2021 regulatory agenda (RIN 2125-AG07), and to implement changes to the program made by the BIL.
Transportation Performance Management (TPM) Regulation (NPRM)	FY 2023 Q4	In Progress	No change	Update TPM regulations to provide greater opportunities for meaningful safety performance targets and outcomes, consider approaches to capturing non-motorized system use and safety, and provide for more consistent target setting and data collection practices, as published in the fall 2021 regulatory agenda (RIN 2125-AG06) and to implement changes to the program made by the BIL.
Complete and distribute the Safe System Approach for Urban Core Informational Report and Noteworthy Practices	FY 2023 Q3	In Progress	No change	The purpose of this informational report is to provide information to improve safety for all road users and data-driven prioritization techniques.
Complete and distribute the Safe System Approach for Speed Management Informational Report and Noteworthy Practices	FY 2023 Q3	In Progress	No change	This informational report will help practitioners understand the impacts of speed on traffic safety and explore linkages between speed management and the Safe System Approach.
Publish a report to Congress summarizing the findings on how speed limits are set.	FY 2023 Q3	In Progress	No change	Stems from the National Cooperative Highway Research Program (NCHRP) Project 17-76, Guidance for the Setting of Speed Limits .

Issue RFP for a National Safe Streets and Roads for All (SS4A) Clearinghouse to support SS4A recipients	FY 2023 Q2	Complete	The RFP was issued in February 2023 and closed in March 2023.	The SS4A Clearinghouse will support SS4A applicants and grantees.
Highway Safety Improvement Program (HSIP) SSA Demonstration Projects	FY 2023 Q4	In Progress	No change	Complete and share findings from Demonstration Projects.
Publish the updated Speed Safety Camera (SSC) Program Planning and Operations Guide	FY 2023 Q2	Complete	Updated SSC guide was published in May 2023.	Agencies can use speed safety cameras (SSCs) as an effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education to alter the social norms of speeding.
EDC-7 Initiative, Nighttime Visibility for Safety	FY 2023 Q2	Complete	Nighttime Visibility for Safety announced as EDC-7 Initiative. National Summit held in February 2023.	The Every Day Counts7 Nighttime Safety for Visibility Team will be working with State and local DOTs to implement cost-effective and proven lighting and traffic control device countermeasures with known safety benefits, with the goal of reducing nighttime fatalities for all road users.
Issue Safety Request for Information (RFI), "Improving Road Safety for All Users on Federal-Aid Projects"	FY 2023 Q2	Complete	RFI was issued, and comments received are being summarized and considered for future action.	RFI seeks public comments from State, regional and local agencies on changes to the FHWA Design Standards regulation or other agency regulations that are needed to facilitate the development of Complete Streets and Complete Networks that serve all road users; how the safety performance of Federal-aid projects should be assessed; and how to include measures that improve safety performance across Federal-aid projects.
Issue waiver to reduce Complete Streets planning costs for States and MPOs	FY 2023 Q2	Complete	Waiver approved January 5, 2023	Waiver will reduce Complete Streets planning costs for States and MPOs. Under the waiver, States and MPOs will be able to use federal funding for 100% of the expenses associated with certain planning and research activities.
Deliver Equity in Safety Webinar Series	FY 2023 Q2-Q4	In Progress	The first webinar in this series took place on April 17. The next webinar is scheduled for June 14, 2023.	The Equity in Safety Webinar series will offer a number of technical webinars/sessions on integrating equity throughout the transportation safety process, including data analysis, public involvement, project prioritization and selection, rural, tribal, access for people with disabilities, and future considerations.
Issue guidance memorandum for Review of State Geometric Design Procedures for 3R Projects on the NHS	FY2023 Q2	Complete	Memorandum issued March 1, webinar for Divisions held March 20.	The guidance prioritizes safety for all road users in resurfacing, restoration and rehabilitation (3R) procedures in FHWA's approval of State plans. It defines the Complete Streets Design Model and provides extensive resources for State use.

Conduct survey of State DOT implementation of Complete Streets policies	FY2023 Q2	Complete	Survey complete with 100 percent State participation. Analysis underway.	This task is developing and conducting a national survey on the current state of practice in Complete Streets planning and implementation in the States. It will define measurable[A1] “Key Performance Areas” (KPAAs), highlight examples of agencies at various maturity levels, common characteristics, and common gaps in practice.
Finish Complete Streets Safety Analysis Research Phase 1	FY 2023 Q3	In Progress	Final Report under development.	This project will assess the available Crash Modification Factors and availability of data and design potential approaches for conducting a Complete Street safety assessment.
Launch Point-to-Point Speed Safety Camera (P2P-SSC) Research Project	FY 2023 Q4	In Progress	Award late summer 2023.	This project will pilot test a P2P-SSC and to assess and analyze its safety effectiveness on U.S. roads.
Launch Intersection Safety Challenge	FY 2023 Q3	In Progress	FHWA, in partnership with OST-R and the ITS JPO, held the Intersection Safety for Vulnerable Road Users Request for Information Webinar in FY 2023 Q1	The Intersection Safety Challenge is expected to be launched on in late April 2023.
Develop Vulnerable Road User Research Plan and Report To Congress	FY 2023 Q4	In Progress	No change	Section 11122 of BIL requires a Vulnerable Road User (VRU) Research Plan that will prioritize research on roadway designs, the development of safety countermeasures to minimize fatalities and serious injuries to vulnerable road users, and the promotion of bicycling and walking.

Key Milestones (FMCSA)

To reduce roadway related fatalities, FMCSA is implementing a number of BIL and NRSS safety initiatives to include: increasing risk-based investigations and new entrant safety audits, establishing high-level requirements for the Large Truck Crash Causal Factors Study, developing a commercial motor vehicle (CMV) seat belt campaign, and collaborating with States to implement two final rules regarding the sharing of CMV driver information.

Milestone Summary					
Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Owner	Comments
Drug and Alcohol Clearinghouse:	FY 2023 Q3	In Progress	N/A	Office of Safety	States and America Association of Motor Vehicle Administrators (AAMVA) have begun developing their local solutions using the Developer's Handbook (Action required to meet milestone)
Electronic Exchange: Complete State Structured Testing Requirements	FY 2022 Q4	In Progress	N/A	Office of Safety	Working with States to confirm that their CDL processes can meet the new EEE requirements (Action required to meet milestone)
Large Truck Crash Causal Factor Study (LTCCFS): Complete development of a statistically valid study plan.	FY 2023 Q4	In Progress	N/A	Office of Research	60 Day notice for the CCFP information collection request (ICR) is on the Federal Register (Action required to meet milestone)
75% of High-Risk Carrier Investigations completed within 90 days	FY 2023 Q4	In Progress	N/A	Office of Safety	79% of high-risk carrier investigations were completed within 90 days in Q2FY2023 (84% in Q1 FY2023).

Conduct 5% more New Entrant Safety Audits in FY 2023 (48,700)	FY 2022 Q4	In progress	N/A	Office of Safety	Conducted 15,709 New Entrant Safety Audits in FY2023 Q2 (14,818 in Q1 FY2023)
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Narrative—FY 23 Q2

NHTSA

NHTSA continues to work toward its FY 2023 milestones in support of the Department's goals in the NRSS, including:

Light Vehicle Automatic Emergency Braking: NHTSA continues to work on a notice of proposed rulemaking, as required by BIL, that would require automatic emergency braking (AEB), including pedestrian AEB, on all newly manufactured light vehicles. A vehicle with AEB detects crash imminent situations in which the vehicle is moving forward towards another vehicle and/or a pedestrian, and automatically applies the brakes to prevent the crash from occurring, or to mitigate the severity of the crash. This rulemaking would set performance requirements and would specify a test procedure under which compliance with those requirements would be measured. Requiring AEB would reduce rear end vehicle-to-vehicle crashes and reduce motor vehicle impacts with pedestrians that often result in death and injury.

Heavy Vehicle Automatic Emergency Braking: NHTSA continues to work on a proposed rulemaking that would require automatic emergency braking (AEB) on heavy vehicles. This rulemaking would include test procedures for measuring performance of these systems. Pursuant to a statutory mandate in the Bipartisan Infrastructure Law, this notice will seek comments on a proposal to require and/or standardize equipment performance for automatic emergency braking on heavy trucks. This proposed rule would establish a safety standard to require and/or standardize performance of automatic forward collision avoidance and mitigation systems on heavy vehicles. NHTSA believes there is potential for AEB to improve safety by reducing the likelihood of rear-end crashes involving heavy vehicles and the severity of crashes.

Other rulemaking activities in progress:

- Developing a rulemaking on advanced alcohol impaired driving prevention technology.
- Developing a rulemaking to require seat belt warning systems in passenger vehicles.
- Developing a rulemaking to require pedestrian protection on passenger vehicles.
- Developing a rulemaking to require automatic shut-off systems for passenger motor vehicles equipped with a keyless ignition system and an internal combustion engine.
- Developing a rulemaking to improve rear underride crash protection on trailers and semitrailers.
- Developing a rulemaking to require seat belts in limousines at each designated seating position, including on side-facing seats, and to upgrade the seat back strength requirements to apply to limousines.
- Developing a rulemaking to require passenger motor vehicles to be equipped with a system to alert the operator to check rear-designated seating positions after the vehicle engine or motor is deactivated by the operator.
- Developing a rulemaking to require performance-based standards for vehicle headlamp systems to ensure that headlights are correctly aimed on the road and requiring those systems to be tested on-vehicle to account for headlight height and lighting performance.

MY 2023 Vehicles Included in Safety Tests: In January 2023, NHTSA announced its [list of model year \(MY\) 2023 vehicles for crash testing](#) as part of the agency's 5-Star Safety Ratings

system under its New Car Assessment Program (NCAP). Ratings provided to MY 2023 vehicles cover approximately 86% of the new vehicle fleet, a broad cross section that will help consumers make purchasing decisions about the vehicles that best fit their needs.

NHTSA's NCAP, the government's premier consumer information program for evaluating vehicle safety, crash tests new vehicles and rates them on how well they protect occupants in frontal, side, and rollover crashes. Results from these tests are compiled into a rating of 1 to 5 stars, with 5 stars being the highest.

Consent Order Announced: On January 27, NHTSA announced a [consent order](#) with Volvo Group North America, a collective of several manufacturers of heavy-duty trucks and buses. Volvo Group North America is a separate entity from Volvo Cars.

The action follows [an investigation](#) that found the company failed to recall vehicles in a timely fashion and to comply with other recall and reporting requirements, including notifying owners of recalls and reporting death and injury incidents. The consent order includes a total civil penalty of \$130 million, one of the largest-ever penalties for violations of the Vehicle Safety Act. The consent order includes both monetary and non-monetary provisions designed to improve Volvo Group North America's compliance with the law and the company's safety practices.

Revocation of Registered Importer Status: In March, NHTSA notified two registered importers, [Bisbee Importing](#) in Davison, Michigan, and [Metro Auto Importer](#) in Clinton Township, Michigan, that they will no longer be allowed to legally import vehicles into the United States through the Registered Importer program due to serious and systemic violations of federal safety requirements. More details can be found [here](#).

FHWA

FHWA is on target in meeting its milestones in support of the Department's goals in the NRSS. The following information includes several of FHWA's achievements in key areas.

Implementing BIL: FHWA released two HSIP guidance documents. One clarifies eligibility requirements for the HSIP, while the other provides guidance to support the three HSIP special rules that address high-risk rural roads, older drivers, and vulnerable road user safety. FHWA also released guidance for the new Vulnerable Road User Safety Assessments required by BIL and two Railway-Highway Crossings Program guidance documents to implement new flexibility provided by the BIL. FHWA is providing extensive support in administering the new Safe Streets and Roads for All (SS4A) grant program. The program is being led by the Office of the Secretary with technical support from FHWA. FHWA, has provided technical assistance and outreach, supporting application evaluations, and preparing the grants for the Senior Review Team selections. FHWA will be responsible for the grant administration functions (post-award activities) of this program, overseeing more than 500 grants annually.

Advancing the Safe System Approach: FHWA is advancing projects and programs to support the implementation of the Safe System Approach and the NRSS). These include noteworthy practices; reports and demonstration projects that explore applying the SSA to the Highway Safety Improvement Program (HSIP), the Strategic Highway Safety Plans (SHSP), intersection safety, roadway departure, and speed management; a comparison of the Australian Safe System Assessment Framework with the United States Road Assessment Program (USRAP); and development of a comprehensive resource for practitioners interested in implementing a Safe System Approach to prioritize safety in the urban core. FHWA is also continuing to promote cross modal coordination of the SSA through an Intermodal SSA Workgroup, and educate agency staff on the SSA.

Speed Management: Safe Speeds is a core principle of the Safe System Approach since people are less likely to survive high-speed crashes. Enforcing safe speeds has been challenging; however, with more information and tools communities can make progress in reducing speeds. FHWA has initiated several projects to address safe speeds, including a Safe System Approach for Speed Management Informational Report and Noteworthy Practices; an updated Speed Safety Camera Guide; and a report to Congress summarizing the findings on how speed limits are set, from the National Cooperative Highway Research Program (NCHRP) Project 17-76, “Guidance for the Setting of Speed Limits,” among others.

Supporting Complete Streets Implementation: FHWA made significant change to long-standing [guidance](#) to help States prioritize safety during resurfacing, restoration, and rehabilitation projects. New technical assistance resources for planning and building streets to be safe for all users include a guide to FHWA Complete Streets resources and multiple new . resources on the new web portal on Complete Streets. The Complete Streets Working Group has launched multiple projects to respond to the findings of the report to Congress, Moving to a Complete Streets Design Model, in which FHWA describes five opportunity areas and accompanying challenges in revising its policies, regulations, processes, and practices to make it easier for State and local agencies to plan and build Complete Streets. For example, FHWA issued a National Complete Streets Assessment survey to States to determine maturity in implementation of Complete Streets policies and is preparing to conduct outreach to the public on improving safety assessments across all FHWA funded projects. FHWA issued a Request for Information to learn how to better assess safety across the Federal Aid system.

Advancing the [Focused Approach to Safety \(FAS\) Program](#): Advancing the Focused Approach to Safety (FAS) Program: FHWA provided continuing support and technical assistance to the current Focus Area states and regions/MPOs. Each of the Focus Area teams held recurring and standalone virtual meetings with FHWA offices and state/local agencies to discuss

topics of stakeholder interest, and they continue scoping future instances of training and assistance. The Ped-Bike team completed development and pilot delivery of new training materials to support Equity and Safe System Approach implementation efforts in LA, NV and CA, and delivered Design for Pedestrian Safety (DPS) and Pedestrian and Bicycle Safety Action Plan (PBSAP) systemic training sessions in FL, AL and SC. The Roadway Departure team provided continuing assistance to AL and SC MPO to prepare implementation plans, and in MT on data collection efforts with two tribal governments (Northern Cheyenne and Crow) and the state DOT. The Intersections team assisted with Safe System pilot trainings in AZ, CO and FL, and coordinated for pilot demonstrations of Continuous Pavement Friction Measurement in AZ and NV.

Promoting Proven Safety Countermeasures: FHWA is actively promoting its Proven Safety Countermeasures, which are a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways. Each countermeasure addresses at least one safety focus area – speed management, intersections, roadway departures, or pedestrians/bicyclists – while others are crosscutting strategies that address multiple safety focus areas. These countermeasures and strategies are designed for all road users and all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between. Recently, FHWA added a new filter tool to aid state, local, and Tribal agencies obtain a tailored listing of potential PSCs for a location of interest.

Promoting Equity by Addressing Disparities in Safety: FHWA leads a multi-office Equity in Safety Working Group to ensure the sharing of information and best practices that address demographic disparities in safety funding, planning, design, and operations. FHWA is developing equity in safety resources, including several new noteworthy practices, a series of webinars that

will kick-off in April 2023, internal and external presentations to help practitioners integrate equity into their everyday work, including a new presentation on integrating equity and the Safe System Approach, and recently FHWA launched a brand new [Equity in Roadway Safety](#) website. FHWA developed and piloted a new training for Focused Approach to Safety (FAS) States, titled Equity in Pedestrian and Bicyclist Safety, and is carrying out the research project, Exploring Potential Contributors to Racial and Socioeconomic Disparities in Pedestrian and Bicyclist Morbidity and Mortality.

FMCSA

FMCSA is implementing BIL and NRSS to include risk-based investigations and New Entrant safety audits; establishing high-level requirements for the Large Truck Crash Causal Factors Study; developing the CMV seat belt campaign; and collaborating with State partners to implement two final rules regarding the sharing of CMV driver information.

Drug and Alcohol Clearinghouse: FMCSA is responsible for overseeing the safe operation of commercial trucks and buses. This includes a focus on behavioral safety, such as drug and alcohol testing, to address use and impairment offenses by commercial driver's license (CDL) holders. A key FMCSA action to Enable Safer People as part of the NRSS is to implement FMCSA's October 2021 final rule requiring State Driver Licensing Agencies (SDLAs) to access and use information obtained through FMCSA's Clearinghouse and take licensing actions against commercial drivers who have drug or alcohol violations in the system and are not cleared to return to duty. As of March 1, 2023, 175,349 CDL holders had at least one violation. Over 125,810 CDL holders are listed in "Prohibited Status," meaning they are prohibited from operating CMVs -based on drug or alcohol violations reported to the Drug and Alcohol Clearinghouse- until they complete the Return to Duty Process. 95,514 of these CDL holders have not started the Return to Duty Process. 49,539 of these CDL holders have either had a negative test result since

the initial violation(s) and/or completed their follow-up testing plan and are no longer in “Prohibited Status.” Identifying prohibited drivers during roadside inspections is an Agency priority and is highlighted in the [Motor Carrier Safety Assistance Program \(MCSAP\) planning memo](#) issued to States.

The full compliance date for this rule is November 18, 2024, and FMCSA continues to actively work with the SDLAs to ensure compliance. In FY 2023, States and [America Association of Motor Vehicle Administrators](#) (AAMVA) began developing their local solutions using the recently published Developer’s Handbook and technical specifications. FMCSA’s [SDLA resource webpage](#) encourages states to apply for Commercial Driver’s License Program Improvement (CDLPI) grant applications for State information system changes to ensure compliance. FMCSA will continue regular information sessions regarding the rule as part of the agency’s quarterly Regional SDLA check-in webinars.

Electronic Exchange: The Exclusively Electronic Exchange final rule was effective August 2021. In FY 2020 and FY 2021, FMCSA awarded grant funding to the American Association of Motor Vehicle Administrators (AAMVA) to conduct an impact analysis on eliminating the transmission of “paper” convictions, withdrawals, and disqualifications, and to specify Commercial Driver’s License Information System (CDLIS) functional enhancements to address the Exclusively Electronic Exchange (EEE) regulation. In December 2022, the State Procedures Manual (SPM) was published. Also in Q1, AAMVA worked with the States to determine if they were able to meet the EEE requirements. In the second quarter of 2023, all States reviewed the State Procedures Manual changes to confirm their CDL processes are capable of meeting the new EEE requirements. AAMVA provided an overview of the changes during the CDL Roundtable conference call in February 2023 and is continuing to host webinars and presentations that provide a more in-depth review for States to ensure they are aware of the changes in the SPM.

FMCSA and AAMVA continue to work with the States and State Governors to ensure States are taking appropriate action, such as modifying IT systems where needed and passing legislation to incorporate the Electronic Exchange rulemaking. These actions will help ensure States are compliant with the final rule by August 22, 2024.

Large Truck Crash Causal Factors Study (LTCCFS): The objective of this comprehensive study is to determine most recent causes of, and contributing factors to, crashes that involve large trucks. An additional purpose of this study is to identify data requirements, data collection procedures, reports, and other measures that can help improve the ability of the States and DOT to evaluate future crashes, monitor crash trends, and develop effective safety policies. FMCSA will collaborate with key stakeholders to develop a statistically valid study plan for the LTCCFS during FY 2023 and part of FY 2024, with an expected data collection period of at least 24 months and report development over 12-month period. In FY 2023, FMCSA is collaborating with key stakeholders to develop a statistically valid study plan for the LTCCFS. Criteria for the study design is being developed internally and considers the capability gaps that are required to meet study requirements. Steps to develop this study plan include:

- Developing high-level study requirements and research questions to guide analysis on data sources;
- Creating an integrated master schedule to include key milestones and deliverables;
- Estimating time frames for completing these milestones;
- Documenting key internal and external stakeholders, whose input is vital to the success of the study; and
- Creating an acquisition plan to encompass all parts of the study plan (e.g., sample design, data collection, and IT development).

In the first and second quarters of FY 2023, FMCSA:

- Submitted the Solution Analysis of Alternatives, which was approved by the FMCSA Administrator in January 2023;
 - Began working on the data needs analysis to identify crash data that is uniformly collected by existing resources;
- Published the 60-Day notice for the Crash Causal Factor Program (CCFP) information collection request (ICR) in the Federal Register (see: Regulations.gov) on December 27th; and Formed a CCFP Federal Steering Committee who will be reviewing the risk registry to ensure potential risks, and mitigation strategies are up to date.

High-Risk Carrier Investigations: FMCSA investigates carriers that pose the greatest safety risk based on roadside performance data and investigation results. A carrier is considered high-risk when there has not been an onsite investigation in the previous 18 months and two or more of the four Behavior Analysis and Safety Improvement Categories are at or above the 90th percentile for two consecutive months. The crash rate for the high-risk carrier group is four times the national average crash rate. FMCSA conducted 2,348 high-risk carrier investigations in FY 2022, and 81 percent of high-risk carrier investigations were completed within 90 days. In the first quarter FY 2023, FMCSA conducted 504 high-risk carrier investigations and 84 percent were completed within 90 days (as of December 30, 2022). In the second quarter FY 2023, FMCSA conducted 572 high-risk carrier investigation and 79 percent were completed with 90 days (as of March 31, 2023). FMCSA will continue to make investigating high-risk carriers a priority throughout and beyond FY 2023. FMCSA and its State partners have worked the backlogs from the pandemic, and we are improving on our goal to complete investigations within 90 days of being identified as high-risk. State and local government agencies were awarded \$470 million in MCSAP formula grant funding in FY2022. FMCSA is making it a priority for MCSAP grant

recipients to use some of their MCSAP funding to conduct investigations on risk-based carriers and is looking for a 50 percent increase in investigations over five years.

New Entrants Safety Audits: New Entrant motor carriers have a higher crash rate than existing carriers. It is critical that FMCSA identify unsafe carriers early in their operations and require corrective action or revocation of their authority, resulting in safer highways. FMCSA's New Entrant Program monitors motor carriers' compliance with safety regulations for their first 18 months to help carriers operate safely on the Nation's roads. Within this program, FMCSA and its State partners assess safety performance by collecting data about carriers through safety audits, roadside inspections, investigations, and crash reports. BIL has increased funding for FMCSA's State partners to hire additional personnel to assist current investigators in conducting New Entrant Safety Audits. With the additional personnel, FMCSA plans to conduct at least 48,700 audits in 2023 and 50,900 in 2024. FMCSA conducted 62,155 New Entrant Safety Audits in the FY 2022 and 15,709 in the second quarter of FY 2023 (14,818 in Q1 2023).

Data Accuracy & Reliability

The [Performance Data Completeness and Reliability Report](#), which is appended to the FY 2024 Performance Plan/FY 2022 Performance Report, provides detailed information on the performance indicators contained within this APG Action Plan.

The Performance Data Completeness and Reliability Report provides detailed information regarding the general accuracy, reliability, validity, completeness, and scope of the performance indicators listed below. The table below lists the page numbers of where each supporting performance indicator can be found in the report.

Note: For readers' awareness, availability of the final calendar year safety data lags by approximately 1.5 years. For example, final CY 2021 safety data will not be available until spring 2023.

Performance Goal	Location
By 2023, the Department Will Reduce the Rate of Roadway-Related Fatalities from 1.36 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More than 1.22 per 100 Million VMT	Pg. 169
Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled	Pg. 170
Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled	Pg. 170
Reduce Non-Occupant (Pedestrian/Cyclist/Other Non-occupant) Fatalities per 100,000 Population	Pg. 171
Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations	Pg. 171

Additional Information (NHTSA)

Contributing Programs

- Behavioral Safety Research and Program Development
- Regional Operations and Program Delivery
- Vehicle Safety Research
- Rulemaking
- Enforcement

Organizations

- All NHTSA offices contribute to the roadway safety goal.

Regulations:

Child Safety Seat Standards: On June 22, 2022, NHTSA issued a [final rule](#) that updated testing requirements for child safety seats that improves protection for children during side-impact crashes. This final rule amends Federal Motor Vehicle Safety Standard No. 213, “Child Restraint Systems” by adding side impact performance requirements. The final rule establishes a side impact test that replicates a 30-miles per hour (mph) side collision, commonly known as a T-bone crash.

[Rear Impact Guards, Rear Impact Protection](#): This final rule upgrades NHTSA’s safety standards addressing rear underride protection in crashes of passenger vehicles into trailers and semitrailers by adopting similar requirements to Transport Canada’s standard for rear impact guards. Adopting these standards will require rear impact guards to provide sufficient strength and energy absorption to protect occupants of compact and subcompact passenger cars

impacting the rear of trailers at 56 kilometers per hour (km/h) (35mph)). This final rule responds to and fulfills the rulemaking mandate in BIL that directs the Secretary to upgrade current Federal safety standards for rear impact guards. For more information, please see the [Regulatory Agenda](#). Additional information regarding NHTSA's Regulatory Agenda can be found at <https://www.reginfo.gov/public/do/eAgendaMain>.

Stakeholder / Congressional Consultations: State, local, and Tribal stakeholder engagement and dialogue play an essential role in the success of the Department's strategic safety initiatives. NHTSA regularly engages with the public and other stakeholders (industry, safety advocates, State and local agencies, advisory committees) to seek feedback about current and future initiatives. NHTSA also provides briefings and technical assistance for Congressional members and staff on highway safety issues when requested. NHTSA, as well as FMCSA and FHWA, have also collaborated with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short- and long-term strategies to reduce crashes and fatalities.

Additional Information (FHWA)

Contributing Programs

- [Highway Safety Improvement Program](#) (HSIP)
- [Safe Streets and Roads for All](#) (SS4A)
- [Railway-Highway Grade Crossing Program](#)

Organizations

- FHWA, NHTSA, and FMCSA leadership teams and the Government Affairs Offices
- State, local, and Tribal stakeholders
- American Association of State Highway and Transportation Officials (AASHTO)
- National Safety Council (NSC)

Regulations

- FHWA is proposing updates to the HSIP regulation in 23 CFR Part 924 to reflect current Administration priorities, BIL, and feedback from departmental and agency leadership and stakeholders.
- FHWA is proposing a rulemaking to adjust 23 CFR Part 490, Subpart B to better align target setting, reporting, and progress requirements.
- FHWA may publish a Request for Information, which could lead to a potential rulemaking or guidance for integrating safety into Federal-aid projects.
- For more information, please see the regulatory agenda at <https://www.reginfo.gov/public/do/eAgendaMain>

Program Activities

- FHWA is promoting nine new Proven Safety Countermeasures by communicating with stakeholders virtually, and in-person. The Proven Safety Countermeasures are road design elements that are proven to make roads safer for all users but that are underutilized.
- FHWA is providing outreach and extensive technical assistance to 15 States and Puerto Rico, which together account for roughly half of nationwide road fatalities. The focus is addressing the most common types of crashes that result in fatalities – roadway departure crashes, intersection crashes, and pedestrian and bicycle crashes.

Stakeholder / Congressional Consultations

- FHWA regularly engages with the public and other stakeholders (industry, safety advocates, State and local agencies, advisory committees) to seek feedback about current and future initiatives.
- State, local, and Tribal stakeholder engagement and dialogue play an essential role in the success of the agency's strategic safety initiatives.
- FHWA, NHTSA, and FMCSA collaborated with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short- and long-term strategies to reduce crashes and fatalities.

Additional Information (FMCSA)

Regulations:

- **Speed Limiters Advanced Notice of Supplementary Proposed Rulemaking.** The National Roadway Safety Strategy identified speed as a significant factor in fatal crashes and speed management as a primary tool to reduce serious injuries and fatalities. FMCSA is moving forward with this rulemaking because of concerns about the number of CMV crashes and fatalities traveling at high speeds. On May 4, 2022, FMCSA published the advance notice of supplemental proposed rulemaking to announce the Agency's intent to proceed with a speed limiter rulemaking. The comment period was extended to July 18, 2022. Over 15,600 comments were received. The Supplemental Notice of Proposed Rulemaking is expected in FY2023. The forthcoming rulemaking, if adopted, would impose speed limitations on certain CMVs that operate in interstate commerce.

Additional information regarding FMCSA's Regulatory Agenda can be found at:

<https://www.reginfo.gov/public/do/eAgendaMain>

Stakeholder / Congressional Consultations

FMCSA works closely with its stakeholders through the agency's advisory committees, the Motor Carrier Safety Advisory Committee (MCSAC) and the Medical Review Board (MRB). The MCSAC provides advice and recommendations to the FMCSA Administrator on motor carrier safety programs and regulations. The MCSAC comprises up to 25 members appointed by the Secretary for two-year terms and includes representatives of the motor carrier safety advocacy, safety enforcement, industry, and labor communities. More information about the MCSAC is available at <https://www.fmcsa.dot.gov/advisory-committees/mcsac/welcome-fmcsa-mcsac>. In-person meetings will resume in FY2023. A hybrid meeting is expected to be scheduled for the third quarter 2023.

The MRB was established to improve highway safety by providing expert advice on medical standards, guidelines, and research on the medical certification of CMV drivers. The MRB is composed of five non-Federal Government employee members who are appointed by the Secretary of Transportation. More information about the MRB, its membership, upcoming and past meetings and proceedings are available at <https://www.fmcsa.dot.gov/mrb>. The last MRB meeting was held on October 19, 2022. In-person meetings will resume in FY2023.

In February 2022, the Secretary approved the charter for the establishment of the [Truck Leasing Task Force \(TLTF\)](#) (*Section 23009 of the BIL; Trucking Action Plan*). The TLTF members will be appointed in 2023 and complete most of its work evaluating the impacts of CMV lease agreements and identifying best practices for such agreements in FY 2024. The TLTF will examine common lease-purchase agreements and their potential impact on the safety and financial solvency of owner-operators. While this is primarily an economic issue, the financial stresses associated with certain lease agreements may discourage safe drivers from continuing to work in the industry. The first TLTF meeting is expected to be held by the fourth - quarter 2023.

In February 2022, the Secretary approved the charter for the establishment of the [Women of Trucking Advisory Board](#) (*Section 23007(d) of the BIL*). The [advisory board members](#) were appointed on August 29, 2022. The Board will complete most of their work reviewing and reporting on policies that provide education, training, mentorship, or outreach to women in the trucking industry and promote the recruitment, retention, and advancement of women in the trucking industry in FY 2024. WOTAB will discuss economic issues, safety issues (personal and on the road), and develop solutions for FMCSA and the industry to implement to increase the numbers of women employed in trucking and improve their overall safety in these jobs. WOTAB's first [meeting](#) was held November 9, 2023. The meeting announcement and agenda can be found

on the WOTAB website at: <https://www.fmcsa.dot.gov/advisory-committees/wotab/wotab-meetings>. A second WOTAB meeting is expected to be held by the third quarter 2023.

FMCSA leadership also provides briefings and technical assistance for Congressional members and staff on safety issues when requested. State, local, and Tribal stakeholder engagement and dialogue play an essential role in the success of the Department's strategic safety initiatives. FMCSA often consults with and coordinates stakeholder and Congressional engagement with FHWA and NHTSA leadership. FMCSA regularly engages with the public and other stakeholders (industry, safety advocates, State and local agencies, advisory committees) to seek feedback about current and future initiatives. FMCSA, in coordination with NHTSA and FHWA, collaborates with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short and long-term strategies to reduce crashes and fatalities.